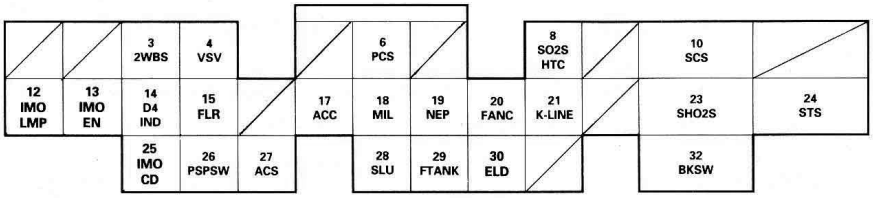
00 ITR ECU PLUG A (a-c)

Engine/Powertrain Control Module Terminal Arrangement

ECM/PCM CONNECTOR A (32P)



Wire side of female terminals

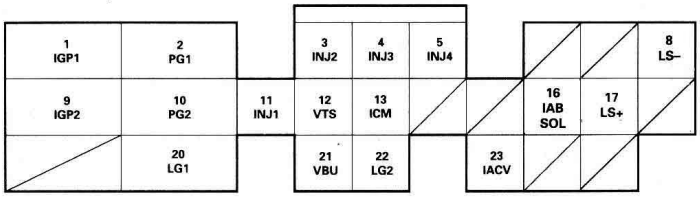
ECM/PCM CONNECTOR A (32P)

NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
3	BLU	2WBS (EVAP BYPASS SOLENOID VALVE)	Drives EVAP bypass solenoid valve.	With ignition switch ON (II): battery voltage
4	LT GRN	VSV (EVAP CONTROL CANISTER VENT SHUT VALVE)	Drives EVAP control canister vent shut valve.	With ignition switch ON (II): battery voltage
6	RED	PCS (EVAP PURGE CONTROL SOLENOID VALVE)	Drives EVAP purge control solenoid valve.	With engine running, engine coolant, below 154°F (68°C): battery voltage With engine running, engine coolant, above 154°F (68°C): duty controlled
8	GRN/RED	SO2SHTC (SECONDARY HEATED OXYGEN SENSOR HEATER CONTROL)	Drives secondary heated oxygen sensor heater.	With ignition switch ON (II): battery voltage With fully warmed up engine running: duty controlled
10	BRN/WHT	SCS (SERVICE CHECK SIGNAL)	Detects service check connector signal (the signal causing a DTC indication)	With the terminal connected: 0 V With the terminal disconnected: about 5 V or battery voltage
12	PNK	IMOLMP (IMMOBILIZER INDICATOR LIGHT)	Drives immobilizer indicator light.	With immobilizer indicator light turned ON: 0 V With immobilizer indicator light turned OFF: battery voltage
13	BLU	IMOEN (IMMOBILIZER ENABLE SIGNAL)	Sands immobilizer enable signal.	
14*3	GRN/BLK	D4IND (D4 INDICATOR)	Drives D4 indicator light.	With D4 indicator light turned ON: 0 V With D4 indicator light turned OFF: battery voltage
15	GRN/YEL	FLR (FUEL PUMP RELAY)	Drives fuel pump relay.	0 V for two seconds after turning ignition switch ON (II), then battery voltage
17	BLK/RED	ACC (A/C CLUTCH RELAY)	Drives A/C clutch relay.	With compressor ON: 0 V With compressor OFF: battery voltage
18	GRN/ORN	MIL (MALFUNCTION INDICATOR LIGHT)	Drives MIL.	With MIL turned ON: 0 V With MIL turned OFF: battery voltage
19	BLU	NEP (ENGINE SPEED PULSE)	Outputs engine speed pulse.	With engine running: pulses
20*1	GRN	FANC (RADIATOR FAN CONTROL)	Drives radiator fan relay.	With radiator fan running: 0 V With radiator fan stopped: battery voltage
21	GRN/WHT	K-LINE	Sends and receives scan tool signal.	With ignition switch ON (II): pulses
23	BLU/RED	SHO2S (SECONDARY HEATED OXYGEN SENSOR, SENSOR 2)	Detects secondary heated oxygen sensor (sensor 2) signal.	With throttle fully opened from idle with fully warmed up engine: above 0.6 V With throttle quickly closed: below 0.4 V
24	BLU/WHT	STS (STARTER SWITCH SIGNAL)	Detects starter switch signal.	With starter switch ON (III): battery voltage With starter switch OFF: 0 V
25	RED	INOCD (IMMOBILIZER CODE)	Detects Immobilizer signal.	
26*1	GRN	PSPSW (P/S PRESSURE SWITCH SIGNAL)	Detects PSP switch signal.	At idle with steering wheel in straight ahead position: 0 V At idle with steering wheel at full lock: battery voltage
27	BLU/RED	ACS (A/C SWITCH SIGNAL)	Detects A/C switch signal.	With A/C switch ON: 0 V With A/C switch OFF: about 5 V
28*3	WHT/RED	SLU (INTERLOCK CONTROL UNIT)	Drives interlock control unit.	With ignition switch ON (II) and brake pedal depressed: battery voltage
29	LT GRN	PTANK (FUEL TANK PRESSURE SENSOR)	Detects fuel tank pressure sensor signal.	With ignition switch ON (II) and fuel fill cap opened: about 2.5 V
30*1	GRN/RED	ELD (Electrical Load Detector)	Detects ELD signal.	With parking lights turned on at idle: about 2.5 – 3.5 V With low beam headlights turned on at idle: about 1.5 – 2.5 V
32	GRN/WHT	BKSW (BRAKE SWITCH)	Detects brake switch signal.	With brake pedal released: 0 V With brake pedal depressed: battery voltage

*1: USA
*2: B18C1 engine
*3: A/T
*4: B18C1, B18C5 engines

ECM/PCM CONNECTOR B (25P)



Wire side of female terminals

PCM CONNECTOR B (25P)

NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1	YEL/BLK	IGP1 (POWER SOURCE)	Power source for the ECM/PCM control circuit.	With ignition switch ON (II): battery voltage With ignition switch OFF: 0 V
2	BLK	PG1 (POWER GROUND)	Ground for the ECM/PCM control circuit.	Less than 1.0 V at all times
3	RED	INJ2 (No. 2 FUEL INJECTOR)	Drives No. 2 fuel injector.	With engine running: duty controlled
4	BLU	INJ3 (No. 3 FUEL INJECTOR)	Drives No. 3 fuel injector.	
5	YEL	INJ4 (No. 4 FUEL INJECTOR)	Drives No. 4 fuel injector.	
8*3	WHT/GRN	LS – (A/T CLUTCH PRESSURE CONTROL SOLENOID VALVE – SIDE)	A/T clutch pressure control solenoid valve power supply negative electrode.	With ignition switch ON (II): duty controlled
9	YEL/BLK	IGP2 (POWER SOURCE)	Power source for the ECM/PCM control circuit.	With ignition switch ON (II): battery voltage With ignition switch OFF: 0 V
10	BLK	PG2 (POWER GROUND)	Ground for the ECM/PCM control circuit.	Less than at all times
11	BRN	INJ1 (No. 1 FUEL INJECTOR)	Drives No. 1 fuel injector.	With engine running: duty controlled
12*4	GRN/YEL	VTS (VTEC SOLENOID VALVE)	Drives VTEC solenoid valve.	With engine at low rpm: 0 V With engine at high rpm: battery voltage
13	YEL/GRN	ICM (IGNITION CONTROL MODULE)	Sends ignition pulse.	With ignition switch ON (II): battery voltage With engine running: pulses
16*2	PNK/BLU	IAB SOL (INTAKE AIR BYPASS CONTROL SOLENOID VALVE)	Drives IAB control solenoid valve.	With engine running, engine speed below 5,750 rpm: battery voltage With engine running, engine speed above 5,750 rpm: 0 V
17*3	RED/BLU	LS + (A/T CLUTCH PRESSURE CONTROL SOLENOID VALVE + SIDE)	A/T clutch pressure control solenoid valve power supply positive electrode	With ignition switch ON (II): duty controlled
20	BRN/BLK	LG1 (LOGIC GROUND)	Ground for the ECM/PCM control circuit.	Less than 1.0 V at all times
21	WHT/BLU	VBU (VOLTAGE BACK UP)	Power source for the ECM/PCM control circuit. Power source for the DTC memory.	Battery voltage at this times
22	BRN/BLK	LG2 (LOGIC GROUND)	Ground for the ECM/PCM control circuit.	Less than 1.0 V at all times
23	BLK/BLU	IACV (IDLE AIR CONTROL VALVE)	Drives IAC valve.	With engine running: duty controlled

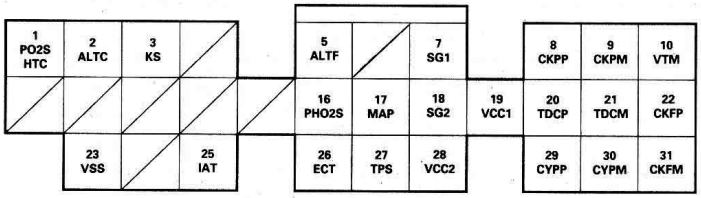
*1: USA
*2: B18C1 engine
*3: A/T
*4: B18C1, B18C5 engines

(cont'd)

00 ITR ECU PLUG C (a-c)

Engine/Powertrain Control Module Terminal Arrangement (cont'd)

ECM/PCM CONNECTOR C (31P)



Wire side of female terminals

ECM/PCM CONNECTOR C (31P)

NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1	BRN/BLK	PO2SHTC (PRIMARY HEATED OXYGEN SENSOR HEATER CONTROL)	Drives primary heated oxygen sensor heater.	With ignition switch ON (II): battery voltage With fully warmed up engine running: duty controlled
2*1	WHT/GRN	ALTC (ALTERNATOR CONTROL)	Sends alternator control signal.	With fully warmed – up engine running: battery voltage During driving with small electrical load: 0 V
3	RED/BLU	KS (KNOCK SENSOR)	Detects KS signal.	With engine knocking: pulses
5	WHT/RED	ALTF (ALTERNATOR FR SIGNAL)	Detects alternator FR signal.	With fully warmed up engine running: 0 V – battery voltage (depending on electrical load)
7	GRN/WHT	SG1 (SENSOR GROUND)	Ground for MAP sensor.	Less than 1.0 V at all times
8	BLU	CKPP (CKP SENSOR P SIDE)	Detects CKP sensor.	With engine running: pulses
9	BLU/YEL	CKPM (CKP SENSOR M SIDE)	Ground for CKP sensor.	
10*4	BLU/BLK	VTM (VTEC PRESSURE SWITCH SIGNAL)	Detects VTEC pressure switch signal.	With engine at low engine speed: 0 V With engine at high engine speed : battery voltage
16	WHT	PHO2S (PRIMARY HEATED OXYGEN SENSOR, SENSOR 1)	Detects primary heated oxygen sensor (sensor 1) signal.	With throttle fully opened from idle with fully, warmed up engine: above 0.6 V With throttle quickly closed: below 0.4 V
17	WHT/YEL	MAP (MANIFOLD ABSOLUTE PRESSURE SENSOR)	Detects MAP sensor signal.	With ignition switch ON (II): about 3 V At idle: about 1.0 V (depending on engine speed)
18	GRN/BLU	SG2 (SENSOR GROUND)	Sensor ground.	Less than 1.0 V at all times
19	YEL/RED	VCC1 (SENSOR VOLTAGE)	Power source to MAP sensor.	With ignition switch ON (II): about 5 V With ignition switch OFF: 0 V
20	GRN	TDCP (TDC SENSOR P SIDE)	Detects TDC sensor.	With engine running: pulses
21	WHT/BLU	TDCM (TDC SENSOR M SIDE)	Ground for TDC sensor.	
22	BLU/RED	CKFP (CKF SENSOR P SIDE)	Detects CKF sensor.	With engine running: pulses
23	ORN	VSS (VEHICLE SPEED SENSOR)	Detects VSS signal.	With ignition switch ON (II) and front wheel rotating: cycles 0 V – about 5 V or battery voltage
25	RED/YEL	IAT (INTAKE AIR TEMPERATURE SENSOR)	Detects IAT sensor signal.	With ignition switch ON (II): about 0.1 – 4.8 V (depending on intake air temperature)
26	RED/WHT	ECT (ENGINE COOLANT TEMPERATURE SENSOR)	Detects ECT sensor signal.	With ignition switch ON (II): about 0.1 – 4.8 V (depending on engine coolant temperature)
27	RED/BLK	TPS (THROTTLE POSITION SENSOR)	Detects TP sensor signal.	With throttle fully open: about 4.8 V With throttle fully closed: about 0.5 V
28	YEL/BLU	VCC2 (SENSOR VOLTAGE)	Provides sensor voltage.	With ignition switch ON (II): about 5 V With ignition switch OFF: 0 V
29	YEL	CYPP (CYP SENSOR P SIDE)	Detects CYP sensor.	With engine running: pluses
30	WHT	CYPM (CYP SENSOR M SIDE)	Ground for CYP sensor.	
31	WHT/RED	CKFM (CKF SENSOR M SIDE)	Ground for CKF sensor signal.	

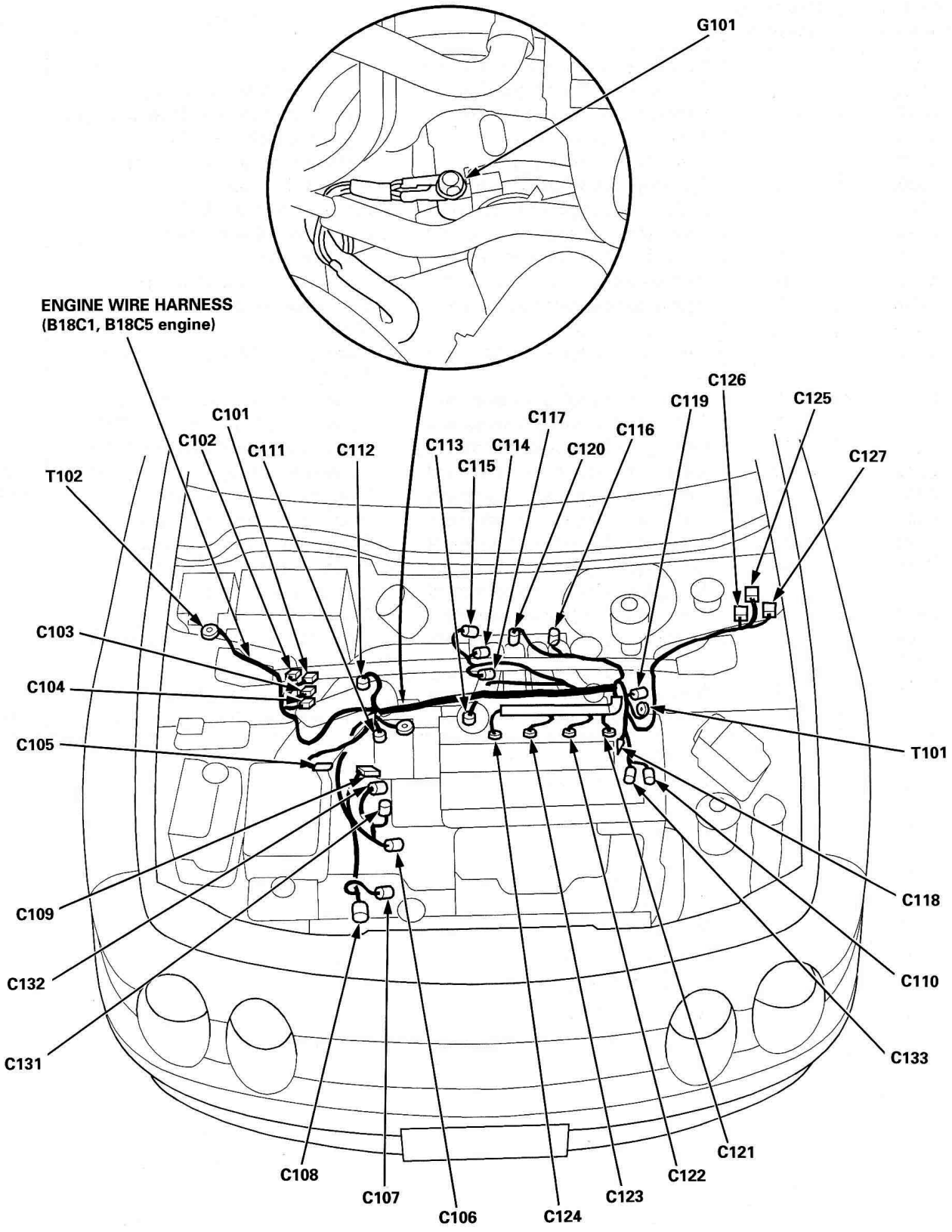
*1: USA
*2: B18C1 engine
*3: A/T
*4: B18C1, B18C5 engines

00 ITR Engine Harness 1/2

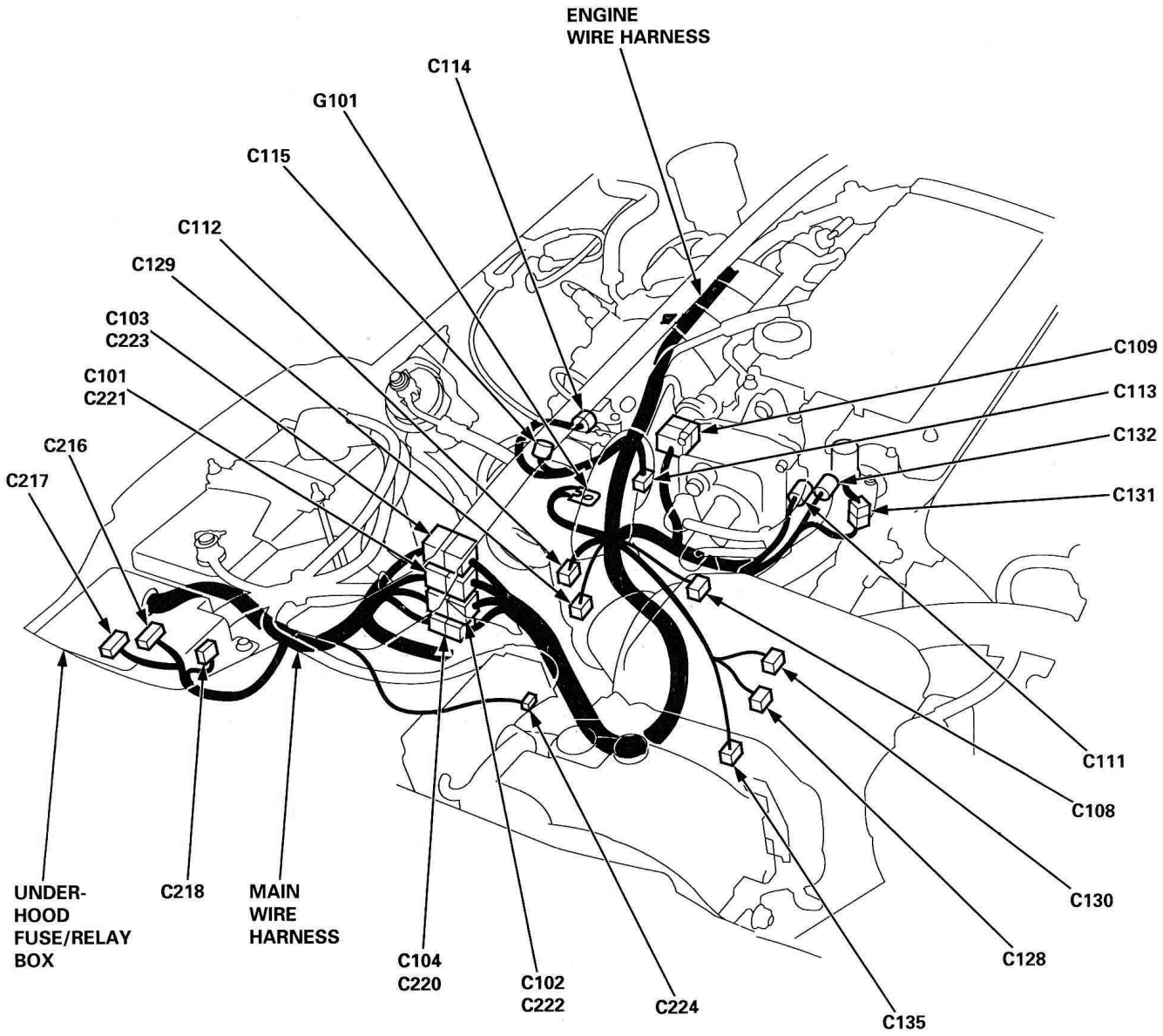
Engine Wire Harness (B18C1, B18C5 engine)

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C101	4	Right side of engine compartment	Main wire harness (C221)	
C102	10	Right side of engine compartment	Main wire harness (C222)	
C103	14	Right side of engine compartment	Main wire harness (C223)	
C104	3	Right side of engine compartment	Main wire harness (C220)	
C105	1	Right side of engine compartment	Starter solenoid	
C106	2	Right side of engine	Engine coolant temperature (ECT) sensor	
C107	1	Right side of engine	Engine coolant temperature (ECT) gauge sending unit	
C108	2	Transmission	Back-up light switch	
C109	10	Middle of engine	Distributor	
C110	2	Middle of engine	Crankshaft speed fluctuation (CKF) sensor	
C111	2	Right side of engine	Engine coolant temperature (ECT) switch	
C112	3	Right side of engine compartment	Vehicle speed sensor (VSS)	
C113	4	Middle rear of engine compartment	Primary HO2S	
C114	3	Middle of engine	MAP sensor	
C115	3	Middle of engine	Throttle position (TP) sensor	
C116	2	Middle of engine	Idle air control (IAC) valve	
C117	2	Middle of engine	EVAP purge control solenoid valve	
C118	1	Middle of engine	Engine oil pressure switch	
C119	4	Left side of engine	Alternator	USA
C119	3	Left side of engine	Alternator	Canada
C120	2	Middle of engine	Intake air temperature (IAT) sensor	
C121	2	Middle of engine	No. 1 fuel injector	
C122	2	Middle of engine	No. 2 fuel injector	
C123	2	Middle of engine	No. 3 fuel injector	
C124	2	Middle of engine	No. 4 fuel injector	
C125	8	Left side of engine compartment	Junction connector	
C126	2	Left side of engine compartment	Engine compartment wire harness (C304)	
C127	14	Left side of engine compartment	Engine compartment wire harness (C305)	
C131	1	Right side of engine	VTEC solenoid valve	
C132	2	Right side of engine	VTEC oil pressure switch	
C133	2	Middle of engine	Knock sensor (KS)	
T101		Left side of engine	Alternator	
T102		Right side of engine compartment	Under-hood fuse/relay box	
G101		Right side of engine	Engine ground, via engine wire harness	

00 ITR Engine Harness 2/2



00 ITR Engine Harness Plugs 1/4

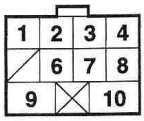


00 ITR Engine Harness Plugs 2/4

C108 (A/T)

①	GRN/BLK[2]
②	YEL[3]

C109

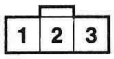


①	YEL/GRN	⑥	WHT
②	BLU[5]	⑦	RED
③	GRN[3]	⑧	BLK
④	YEL[2]	⑨	BLU
5	—	10	BLK/YEL

C111

①	RED/WHT
②	GRN/BLK

C112

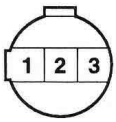


①	BLK[1]
②	BLK/YEL
③	BLU/WHT

C113

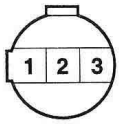
①	WHT[1]
②	GRN/BLK
③	YEL/BLK[1]
④	BLK/WHT

C114



①	YEL/RED
②	GRN/WHT[3]
③	RED/GRN

C115



①	GRN/BLK
②	RED/BLK
③	YEL/BLU

C128 (A/T)

①	BLU/YEL[2]
②	GRN/WHT[4]

C129 (A/T)

①	GRN[4]
②	BLU[6]

C130 (A/T)

①	WHT[3]
②	RED[4]

C131

①	GRN/YEL[2]

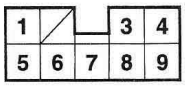
C132

①	BLU/BLK
②	BLK[1]

C135 (A/T)

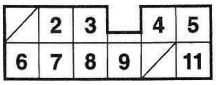
①	WHT
②	RED

C216



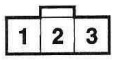
1	GRN	6	BLK/YEL
2	—	7	WHT/GRN
③	WHT/GRN	⑧	WHT/GRN
④	WHT/BLK	9	WHT
5	BLK/RED		

C217



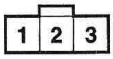
1	—	⑦	YEL/WHT
2	WHT/BLU	⑧	WHT/BLU[1]
3	WHT/GRN	9	WHT
4	BLK	10	—
5	WHT/RED	11	BLU/WHT
⑥	WHT/RED		

C218



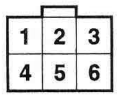
①	BLK/YEL
②	BLK
③	GRN/RED[2]

C220 (B18C1 engine)



①	RED[1]
②	BLU/RED[3]
③	WHT/RED[3]

C220 (A/T)

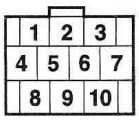


①	RED[4]
②	WHT[3]
③	GRN/WHT[4]
④	GRN[4]
⑤	BLU[6]
⑥	BLU/YEL[2]

C221

①	RED[3]
②	BRN
③	YEL[1]
④	BLU[4]

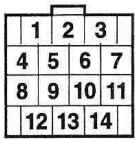
C222



①	BRN/BLK[2]	⑥	GRN[3]
②	WHT[1]	⑦	WHT/BLU[2]
③	BRN/BLK[1]	⑧	BLU[5]
④	YEL[2]	⑨	BLU/YEL[1]
⑤	WHT[2]	⑩	RED/BLU[2]* RED/BLU[1]*[1]

*: B18C1,B18C5 engines
*1: A/T

C223



①	WHT/GRN[2]	⑧	RED/BLK
②	ORN/BLK	⑨	GRN/BLU[1]
③	GRN/YEL[2] BLU/RED[3]*	⑩	YEL/BLU
④	GRN/WHT[3]	⑪	YEL/GRN
⑤	WHT/YEL	⑫	RED/YEL
⑥	YEL/WHT	⑬	RED/WHT
⑦	BLU/BLK WHT/RED[3]*	⑭	WHT/RED[2]

*: B18B1 engine

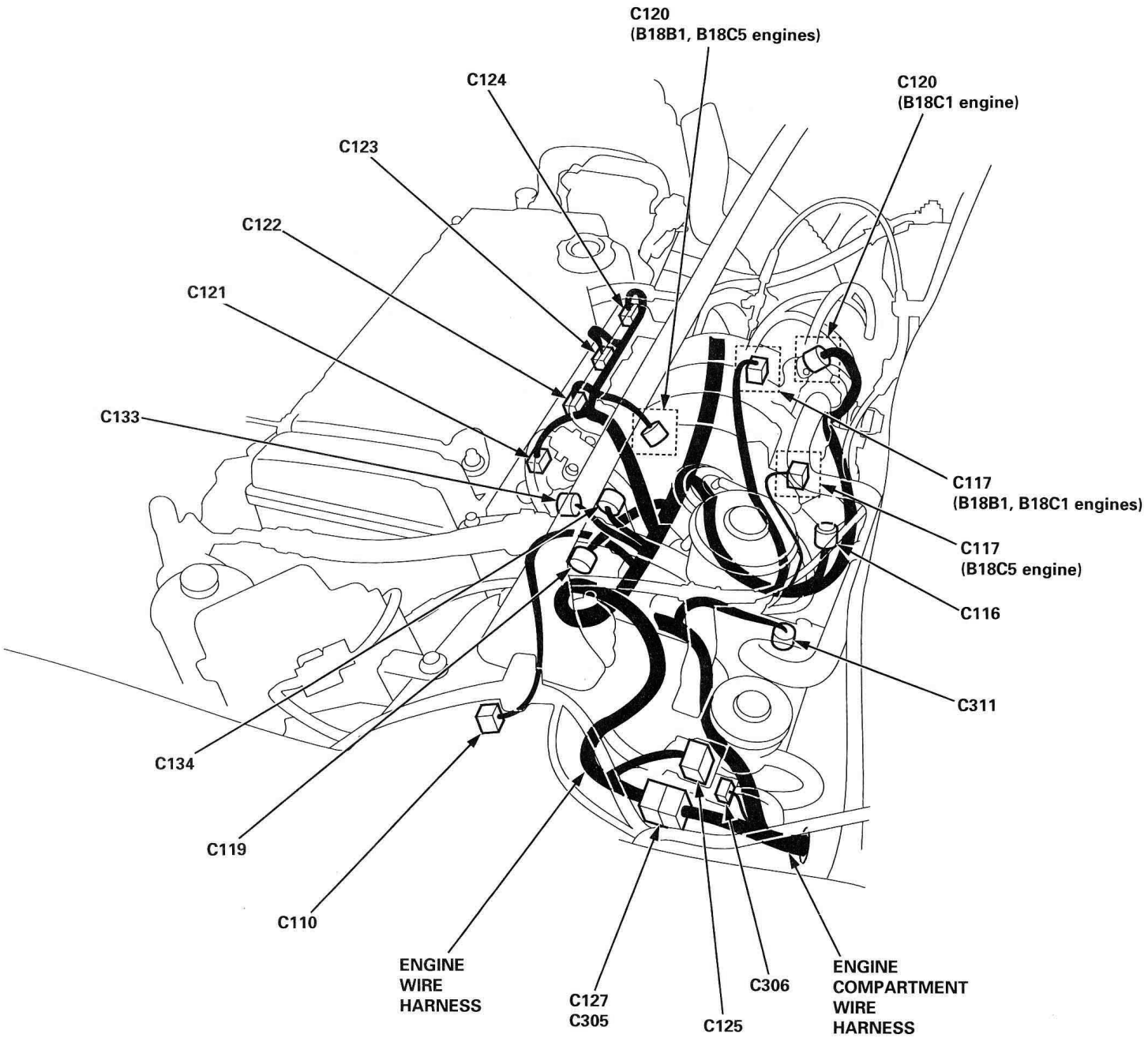
C224

①	LT GRN[1]
②	BLK/YEL

NOTE: • Different wires with the same color have been given a number suffix to distinguish them (for example, YEL/BLK[1] and YEL/BLK[2] are not the same).
○: Related to Fuel and Emissions System.
• — Connector of male terminals: View from terminal side
— Connector of female terminals: View from wire side

(cont'd)

00 ITR Engine Harness Plugs 3/4



00 ITR Engine Harness Plugs 4/4

C110

①	BLU/RED[3]
②	WHT/RED[3]

C116

①	BLK/BLU
②	YEL/BLK[1]

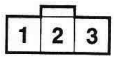
C117

①	YEL/BLK[3]
②	RED/YEL

C119 (USA)

1	BLK/YEL
②	WHT/GRN[2]
3	WHT/BLU
④	WHT/RED[2]

C119 (CANADA)



①	WHT/RED[2]
2	BLK/YEL
3	WHT/BLU

C120

①	GRN/BLK
②	RED/YEL

C121

①	BRN
②	YEL/BLK[1]

C122

①	RED[3]
②	YEL/BLK[1]

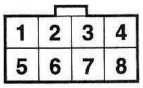
C123

①	BLU[4]
②	YEL/BLK[1]

C124

①	YEL[1]
②	YEL/BLK[1]

C125



①	YEL/BLK[3]	⑤	YEL/BLK[1]
②	YEL/BLK[1]	⑥	YEL/BLK[1]
③	YEL/BLK[3]	⑦	YEL/BLK[1]
④	YEL/BLK[1]	⑧	YEL/BLK[1]

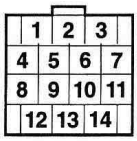
C133

①	RED/BLU[2]
2	—

C134 (B18C1 engine)

①	RED/BLU
②	BLK/YEL

C305



1	BLK/YEL	8	YEL/RED
2	WHT/BLU	9	GRN
③	RED[1] RED*	⑩	BLK[1]
		11	YEL/GRN
④	BLK/BLU	⑫	YEL/BLK[1]
⑤	BLK/YEL	13	GRN/BLK
⑥	ORN	14	YEL
⑦	WHT/GRN[1*1]		

*: B18C1 engine
*1: A/T

C306

1	—
②	BLU[3]

C311

①	GRN[2]
②	BLK

NOTE: • Different wires with the same color have been given a number suffix to distinguish them (for example, YEL/BLK[1] and YEL/BLK[2] are not the same).
○: Related to Fuel and Emissions System.
• — Connector of male terminals: View from terminal side
— Connector of female terminals: View from wire side